



The Return of the
MINNEHAHA.





Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

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SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha in Excelsior.

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THANK YOU FOR YOUR GENEROSITY

-To **Michael E. Miller** for his donations of TCRT and Duluth Traction records purchased from **Bob Bowes**.

-To **Edgar Sjerven**, for donating TCRT rulebooks dating back to 1888.

-To the **Earle M. Jorgensen Company** for donating aluminum sign material to the Traction Division.

-To **Mr. & Mrs. Milton Digre** for their donation to the Traction Fund.

-To **Scott Reed** for donating two 6000 pound capacity I-beam trollies and two 1.5 ton chain hoists to the Railroad Division.

OBITUARY

Norman S. Kerr died on March 26 at age 62. Norm was active in both the Traction and Railroad Divisions. He had recently increased his museum volunteer work, having just retired as Professor of genetics and cell biology in the University of Minnesota's College of Biological Science. A regular car attendant at Osceola, he had recently become the Editor of *The Semaphore*, the Railroad Division newsletter.

MUSEUM SERVICES TO EXPAND

Museum Services is the "secret" MTM division. Unlike the Traction, Railroad, Jackson Street and Steamboat Divisions, Museum Services owns no buildings and operates no historic equipment. Rather, it concentrates on the activities that either span or aren't addressed by the other divisions. So far this has included museum-wide membership activities, publications, videos, oral history and archiving.

Besides the *Minnegazette*, division products include the all-museum and NP #1102 brochures, the booklets "*Whistling Down the Valley*", "*Twin City Lines-The 1940's*" and the upcoming "*Como-Harriet Story*", the Twin City Lines streetcar video, and a number of oral histories. A computer data base of our large TCRT photo collection is in progress.

While this may sound like a lot, to date Museum Services as been a very small operation. Its full potential is much greater.

On June 5th, a planning committee of the Board of Trustees met to consider the

future of Museum Services. Present were **Dennis Dorgan, Dick Fish, Mike Miller, Louis Hoffman, John Walker**, and Museum Services Superintendent **Aaron Isaacs**.

Given the wide range of possible activities and the usual limited resources, all agreed to use the division where it was needed the most. After some discussion, the following areas were targeted:

1. Volunteer recruitment and management
2. Fund raising
3. Public education

These are all areas where one or more divisions may already excel, but others may need help. All agreed that Museum Services would never duplicate or replace an existing successful effort (Steamboat fund raising, for example), but would concentrate where the need is (Railroad fund raising, for another example).

Because most of the present volunteers are already too busy, it was agreed that we need to recruit a new group and get some professional help. **Dennis Dorgan** volunteered to write grant proposals for a consultant to help launch these efforts. While that's going on, we need volunteers to work with the consultants to set up and manage these programs. Anyone interested should call **Aaron Isaacs** at 929-7066.

CORRECTIONS & NEW INFO

The last *Minnegazette* was wrong about the Minnehaha's days of operation. There will be no Friday service.

The Deephaven depot pictured on page 26 of the last issue still exists as a private home. Owned by **Jack & Priscilla Braun**, it was moved up the hill from the lake. Look for photos and more details in a future issue.

The boat Tonka Bell pictured on page 27 of the last issue is now the Lady of the Lake. It continues in excursion service and took part in the Minnehaha Maiden Voyage celebration (see page 17).

The M&StL RDC-4 pictured in the Winter 1996 issue was not freight only as reported. The railroad installed small 12-passenger compartments with seats from their streamlined Budd cars. The RDC's were named Gopher and Hawkeye.

Front cover: On its way from Wayzata to the Lafayette Club, the Minnehaha Maiden Voyage passed under the Arcola Bridge, where #328 waited with the Maiden Voyage Special. Awesome. Front and rear cover photos by Steve Glischinski.

Inside front cover: Remember coach yards? Until 1970 the Twin Cities had several. Perhaps the finest facility was the Northern Pacific yard and dining car commissary located just east of the St. Paul Union Depot, seen here in the late 1960's. Joe Elliott photo.

LETTER FROM THE CHAIR

-Michael E. Miller

The best year ever...

That's a fairly presumptuous title for an article, but I think it can be justified. This year we are beginning to see the culmination of many years of hard work on the part of all the divisions and we are truly coming into our own as a major transportation museum. Later this year, a million dollars in ISTEAFunds will begin to be spent on three different projects in three different places. In hindsight, it might seem that the Museum has been on a "plateau" for a few years, essentially doing the same things in the same way. But that belies the fact that, under the surface, much has been going on that is now coming to fruition.

A few examples...

Saturday, May 25th was the all-time great presentation of a restored piece of Museum equipment. My mind is still full of the images of that day. Every member of the Museum can take great pride in what was accomplished and how the Minnehaha was presented to the public by the Streetcar/Steamboat Division. I remember the early morning breakfast and dedication of the new dock, the trip across Excelsior Bay to the City Dock with the John Philip Sousa Band playing, the vintage cars, flyovers by vintage aircraft including one towing a "Welcome Back Minnehaha" banner, the precision of the captain and crew in their maneuvers and appearance, the banners and bunting, and best of all, a large enthusiastic crowd that stayed with the ceremony even in the drizzling rain.

As I drove the Shoreline Drive to Wayzata to meet the Minnehaha, there was the whistle of the 328 and smoke rising over the trees, and then the train itself coming through the woods heading for the Arcola Bridge, flags flying, and a "Minnesota Transportation Museum" banner on one of the coaches. A little later, the train was back at the Wayzata depot and the Minnehaha was coming across the lake in a flotilla of what seemed to be hundreds of boats, large and small, vintage and modern. As the Minnehaha docked it blew its whistle and the train responded. The boat looked great, as did the train and its crew and our bus 1399, which was also present. The increased public awareness of the Museum will benefit all our activities.



MTM volunteers staffed the Olympic Torch special train at the Amtrak depot on June 2nd. L to R are Debbie Wood, Mike Miller, Fred Beamish, Darcy Anderson, Bernie Braun, Mike Buck, Jan Edstrom, Harold Dalland, Gene Corby, Bob McNattin, Fred Soop and Art Pew. Bill Graham photo.

We need to mark that day for the future—as the standard for how we should celebrate when we roll out the results of our labors. It was a day when the entire Museum celebrated together with a public that was grateful for the gift they were receiving.

But that's not the only reason this will be the best year ever. On the Railroad, the beautifully restored Osceola Depot is now open for business, making the entire operation feel more like the passenger experience of years past. Thanks to the efforts of the Marketing Committee, we ran early May charters for the first time and carried large numbers of school children. Car #1213 is now back in service and looks like a brand-new GN coach thanks to the volunteers at Jackson Street who labor through the winter, often on days when other folks are inside having their morning coffee and wouldn't think of putting on coveralls and heading out into the cold. For the first time, the steam train is now operating all the way to Marine on the first and third weekends of the month, which should further increase the popularity of the ride.

When this Minnegazette reaches you, the Como-Harriet Streetcar Line will be approaching its 25th Anniversary celebration. If all goes well, there will be a new booklet available, called "The Como-Harriet Story", and the new Twin City Lines video. Then in October, the long awaited ISTEAFunded improve-

ments begin with the carbarn expansion. The slow but steady progress at Lake Harriet often gets overlooked, precisely because it is slow and steady. It's taken a quarter century to get this far. The Como-Harriet Line shows what can be done with limited resources when careful budgeting, good planning, a high level of cooperation and a lot of disciplined hard work are applied.

Big things are happening at the Jackson Street Roundhouse. The old, difficult tenants are leaving this fall, to be replaced with new tenants who will occupy less space and yet pay more rent. The planning and architectural work for the Jackson Street improvements are proceeding at a fast pace. This summer will see the removal of the soil contamination, and the beginning of the ISTEAFunded building improvements.

In case you haven't been there recently, the Minnehaha ("Princess") Depot continues to be one of our lesser known operations, but truly a gem. The Minnesota Historical Society continues to renovate portions of it, with the brick platform and train order signal the latest. Also the Minneapolis Park and Recreation Board has rebuilt the walkways and grounds all around the depot and the neighboring historic Stevens House. The Longfellow House that used to sit on Minnehaha Parkway just west of Hiawatha has been moved to a site a block north of the depot and is being restored with ISTEAFunds.

When that work is complete, the depot will be the center of a trio of fine historic buildings.

On the organizational side of things, the Board has a committee looking at ways to expand our concept of Museum Services. Particular emphasis is being put on the educational potential of the Museum, and the kinds of programs we might offer. We'll be undertaking major initiatives in fund raising and resource development, marketing/public relations, and all aspects of volunteer recruiting and developing—including tapping into what we have discovered is the full blown field of volunteer management. If you have any skills or interest in these areas, or know someone who does, please let me know (927-6960). These are activities that won't get into full swing until after the operating season, but we need to begin identifying people now so we can be ready to go to work this fall.

So, I think that does justify the claim of "the best year ever" for an outstanding organization.

BOARD OF TRUSTEES

March 1996

-Engaged in a Priority Setting exercise to identify major organizational issues to be addressed.

April 1996

-There were no action items at this meeting.

May 1996

-Approved the 1996 Traction, Railroad, Osceola & St. Croix Valley and General Fund budgets.

June 1996

-Approved the 1996 Steamboat budget.

- Suspended two members for inappropriate behavior.

TRACTION DIVISION REPORT

- Louis Hoffman

CHSL to celebrate 25 years - join the celebration on August 24

The 25th anniversary of the first trip on the Como-Harriet Streetcar Line will be celebrated on Saturday, August 24th.

The celebration will begin with ceremonies at the depot at 12:00 Noon. Afterwards, there will be an open house with refreshments at the car barn. #1399 will connect the depot with 43rd and Upton until 3:00 p.m. All three streetcars will be in service. The car barn

and the depot will also be open, with refreshments at the car barn, there will be a 10c fare for non-members - bring your friends - and a special birthday cake will be cut at the car barn at 2:00 p.m. Look for the flyer with this Minnegazette and mark your calendar today.

On August 28, 1971, streetcars returned to the Twin Cities after a 17 year absence. TCRT #1300, powered by a generator towed behind it on a trailer, began operations over a block of track connecting the little car barn tucked under the Linden Hills Boulevard bridge to the simple gravel platform at 42nd Street. This rebirth of streetcar service in the Twin Cities was brought about by volunteers, with the support of our friends at the Minneapolis Park and Recreation Board.

Twenty-five years later, much has changed. There are three beautifully restored streetcars, with a fourth well on its way towards completion, all of which run under trolley wire. The block of track is now close to one mile. A passing track permits multiple car operations. A spacious car barn permits all of the cars and our work equipment to be stored indoors or under shelter, some in heated quarters. Car barn expansion planned for this fall and next spring will further improve this fine facility. Our fleet of historic motor buses adds texture to the exhibit on selected days and for selected events. The Linden Hills Depot allows us to better interpret the history of electric railways in Minnesota through

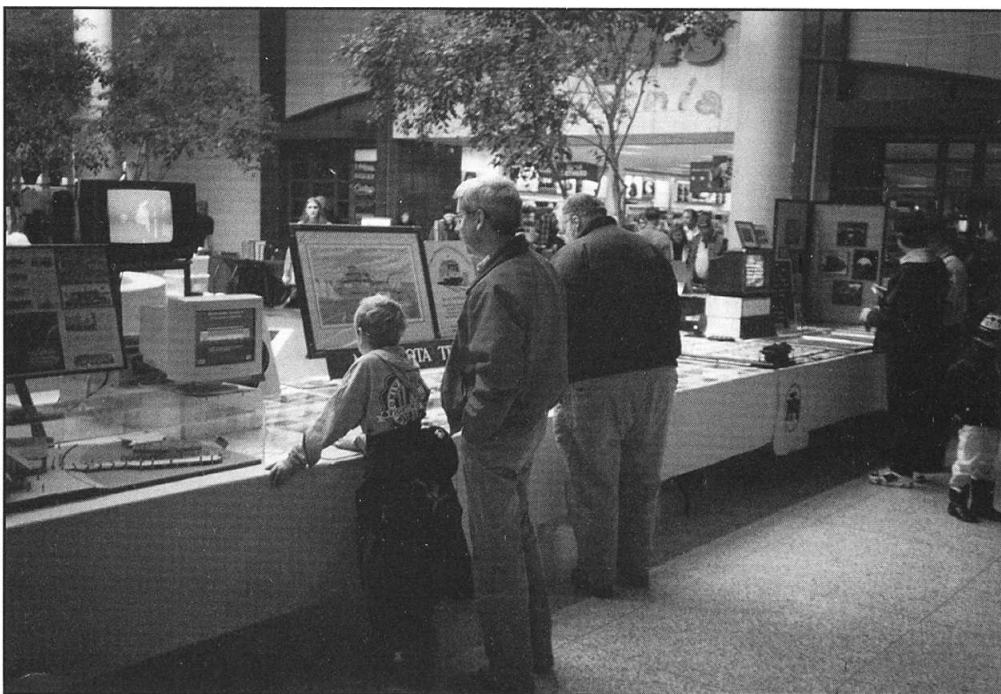
the use of artifacts, computers, photos, and video - and to augment our income through the sale of high-quality souvenir items.

Much needs to be done. We always need more volunteers. The car barn would be an even nicer facility for our equipment and for our volunteers if all of it were heated and if it had plumbing. And much track work needs to be done. All of this requires money.

But this is not a time to dwell on the tasks ahead of us. It is a time to celebrate the accomplishments of hundreds of volunteers over a 25 year period who have created a streetcar line all members can be proud to call their own.

It's annual appeal time again

It's time for the Second Annual Traction Division Annual Appeal. It's enclosed with this Minnegazette and, this year, we're offering new and improved premium offers. You'll also notice that donation levels are tied to the cost of tie replacement. Our number one priority on the Como-Harriet Streetcar Line is to replace ties and lots of them so that #78 can return to full service and so that the PCC will have track good enough for it to run on. The ties were donated, more than 2,500 of them. But we need more than \$60 per tie to have them installed. We hope you can be as generous as you were last year. The first donation for this year's appeal came from Mr. and Mrs. Milton Digre.



Every year Traction Division volunteers staff MTM's travelling display at the Northtown Model Railroad Show. It runs the full width of this photo and includes the Lake Harriet computer display, steamboat models and framed prints, and continuous videos. George Isaacs photo.

NRHS Board visits Lake Harriet

As reported in the last Minnegazette, the National Railway Historical Society board of directors met in St. Paul and, on April 13, visited the Como-Harriet Streetcar Line. The special operation, the first radio dispatched with the Traction Division's new radios, featured #265 and #1300 operating in tandem between the carbarn and Lake Calhoun, stopping at the depot on their northbound trips. #78 was parked on the siding as a display. Bus #1399 made two round trips around Lake Calhoun. Operations ended with a Como-Harriet triple header -- #78, #1300, and #265 paraded from the carbarn, past the depot, and through the S curve for the photographers in the group. **Russell Isbrandt**, the Northstar Chapter's tour director, called our operation an "outstanding display" and thanked our volunteers for their hard work, apparent in the quality of operations.

Thanks to the operating crew of **Darcy Anderson**, **Mike Buck** aboard #78 on the siding, **Dave Culver**, **Bill Herzog**, **Aaron Isaacs**, **Al Jensen**, **Karl Jones**, **John Kennedy**, **Russell Olson**, **John Prestholdt**, **Kathy Prestholdt**, and **Michael Sciortino**, bus driver **Doug Anderson**, **Roy Harvey** and **George Isaacs** at the carbarn, and dispatcher **Al Jensen** for a job well done in less than ideal weather (in what seems to be the norm for special events at Lake Harriet).

Trolleys in the news

The 1996 season got off to a good start, despite the weather, thanks to good coverage by our friends in the local media. #265, with pertinent information, appeared in "8 Days Out" in the Sunday, May 5 Star Tribune. That evening, the start of streetcar service made Channel 4's 5:30 and 10:00 news. In addition, a picture of #1300 with pertinent information appeared on page 3 of the Park Board's annual Summer Program Schedule, which goes to every postal customer in Minneapolis.

You meet the nicest people at the trolley Department

On May 24, **Mike Miller** met me at the carbarn before the regular shift began to let me know that **Charlie Wilhelm**, a four year old boy from Grinnell, Iowa who lived, breathed, and ate trains and trolleys, would be stopping by that evening. He did and had a wonderful ride, followed up by a visit to the carbarn. As it turned out, his

parents, **Henry Wilhelm** and **Carol Brower Wilhelm**, quite literally wrote the book on the care and conservation of color photographs: *The Permanence and Care of Color Photographs*. I want to thank the Wilhelms for their generous donation of a copy to the Museum. This is their inscription: "To all the wonderful people who run and care for the Como-Harriet Streetcar Line in 1996 with many thanks for your impressive work!" This book will assist us greatly in the protection of the color portion of our photographic collection. For those interested in consulting the book, **Aaron Isaacs** is the custodian.

Behind the scenes

This year's Traction Division Survey Report was compiled by **Jim Vaitkunas**, who is also our new Overhead Wire Foreman (more on his activities in this area later). Jim did a superb job organizing the registration data for the ARM convention last year and has now done a fine job organizing your responses to this year's Traction Division survey. Jim's reports were given to all supervisors in the Division to enable them to call crews, plan work, and take advantage of the many talents found among Traction Division volunteers. In addition, Jim is the backup crew caller, filling in gaps in the schedule after **Debbie Wood** and **Larry Ludford** have made the first go-around. Thanks also to **Dave Culver**, who will be assisting **Mike Buck** in preparation of the exhibits at the Linden Hills Depot and will prepare a operator's pocketbook with historical information for use in developing end-of-the-line talks and answering passengers' questions, sort of an "everything you've always wanted to know about Minnesota streetcars . . ." **John DeWitt** for his work in fundraising (and for organization of

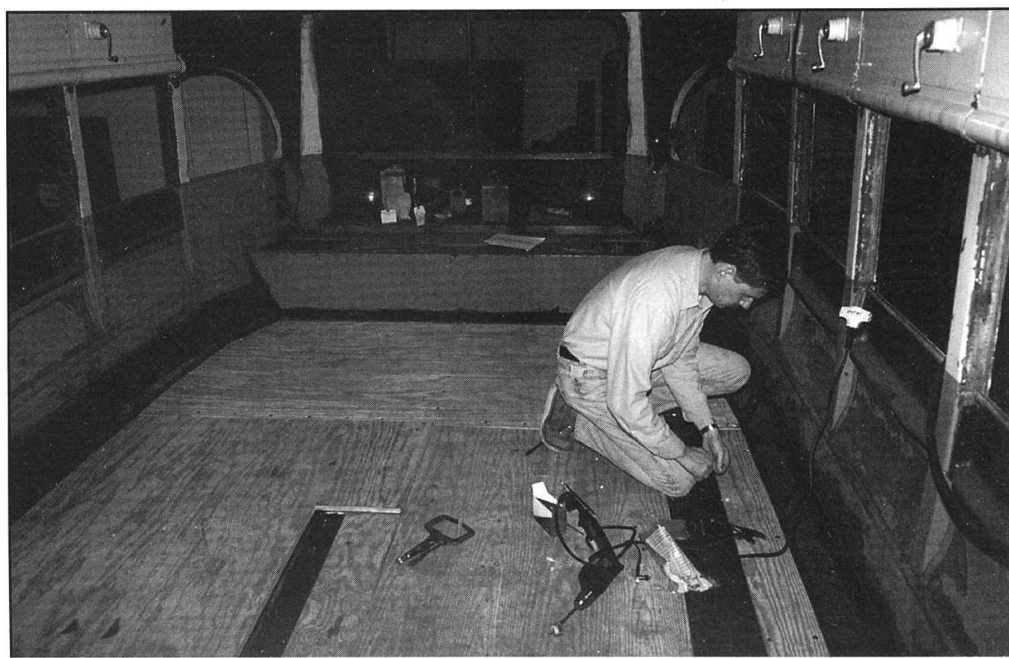
the results of last year's Traction Division survey), to **Neil Howes**, who once again prepared the Traction Division budget, and **Hilmar Wagner**, who has called cleaning crews and served as the backup car cleaning foreman for several years running now. Without these behind-the-scenes folks, the work of the Traction Division would grind to a rapid halt.

Norman Kerr

Long-time motorman **Norman Kerr** died on March 26 at age 62. Norman was always willing to help out when needed with an extra shift and in other ways. The last time we worked together was not running the cars but on the very chilly morning the ARM convention began last September, when we cleaned #1300 in preparation for that evening's streetcar operations. That kind of effort was typical of his willingness to help out.

Engineering Department

Because of the pollution abatement work done at Jackson Street, 2,000 of the 2,500 ties and three sets of switch ties generously donated by **Paul Webster** and Webster Industries are being stored at the Hennepin County Public Works Department's yard in Hopkins. The remaining 500 ties, most of which will be used this fall, are being stored at Lake Harriet on the west side of the right-of-way just north of the yard limit. Thanks to **Peter McLaughlin**, Chair of the Hennepin County Board of Commissioners, **Sandy Colvin-Roy**, his aide, Hennepin County Engineer **Vern Genslinger**, and **Barb Sutey** of his staff for making this possible. Thanks also to the kind offers and assistance received from the City of Minneapolis by Assistant City Engineer **Mike Monahan** and the Minneapolis Park and Recreation Board by **Mike Schmidt**.



Keith Anderson is installing the plywood floor in the PCC. John DeWitt photo.

With actual work using ISTEA funds actually approaching, we want to thank the Minneapolis Park and Recreation Board, especially Commissioners **Scott Neiman** and **Skip Gilbert**, for strong support for the ISTEA project, **Al Wittman** and **Maureen Durand** of the Park Board for all of their assistance, **Bob Brown**, **Robert Evbayekha**, **Al Lidberg**, and others at MnDOT for all of their assistance in steering this project through the maze of state and federal regulations, and **Tom Becker**, **Mike Monahan**, and **John Hotvet** of the Minneapolis Department of Public Works, Tom for all of his general assistance, Mike for securing the funding for the Department's supervision of our project, and John for the actual supervision. Without the support and assistance of our many friends at MnDOT, the City of Minneapolis, and the Park Board, this project would not have been possible.

Roadmaster **Scott Heiderich** reports that the fourteen persons who volunteered for Engineering Department tasks have been busy tightening track bolts and replacing worn bolts and lock washers. Railroad Specialties has replaced two rails and installed 70 gauge bars until more new ties can be installed. With ISTEA funds, Railroad Specialties will install up to 400 new ties this fall. That leaves 2,100 and three sets of switch ties to go. A \$60 donation will install one tie, including tamping and removal of the old tie. Just another reminder that your Annual Appeal flyer came with this *Minnegazette*.

Mike Buck, **Bill Graham**, **Roy Harvey**, and **Scott Heiderich** have been busy controlling and removing unwanted vegetation along the line. We will again be contracting with Jim's Lawn Service to mow the line this summer. **George Isaacs** has been sorting through our parts supply, culling out the scrap to prepare for carbarn construction this fall. **Roy Harvey** has neatened up and secured the 500 ties stored at the south end of the line.

Under the leadership of new foreman **Jim Vaitkunas**, assisted by **Scott Heiderich**, **St. Paul Mike Miller**, and **Tony Vaitkunas**, much deferred maintenance on the overhead has been accomplished. As of June 1, these crews had repaired the backbone wire at and north of the Archery Range curve, which broke last winter, raised and leveled the bracket arm at pole 39, raised and leveled the bracket arms at poles 38 and 42, inspected the overhead between those two poles, and adjusted the pull-off between poles 41 and 42.

Future plans include installing operator target signs in June, checking



Earl Anderson and George Isaacs prepare #265 for a day's service. At right is part of the new tie storage pile. Bill Graham photo.

the height of all bracket arms on the line north of the William Berry Parkway bridge, raising as necessary to correct height, checking the entire line for proper sag and alignment, correcting and adjusting as needed and inspecting wire and fittings while doing so, replacing as needed, repositioning the overhead frog at the south siding switch, and the work necessary to allow for carbarn construction this fall: removing or lowering carbarn overhead, reconfiguring the trolley feed to the Maintenance Barn after the work is completed, and repositioning the tension anchor to the north.

Many thanks to Jim for taking on this big job and to longtime foreman **Bill Cordes** for his many years of service.

As you can see from all of this work and the relatively small number of people who've done it, the Engineering Department needs more volunteers. It's fun to operate the cars, but each trip we take wears out the track just a little bit more. Much of the heavy work is contracted out, so putting something back into the line isn't as hard as you think. If you can volunteer, please call **Scott Heiderich** at 645-3333. If you can't, please consider a donation to help us pay for the work we must contract out.

Mechanical Department

All three streetcars are in service and in top-notch condition thanks to a lot of hard work at Linden Hills Shops over the winter. Thanks to Chief Mechanical

Officer **Mike Miller**, **Karl Jones**, and a host of others for all of their hard work.

We've reached a tentative agreement in principle with the Branford Electric Railway Association and its Shore Line Trolley Museum in East Haven, Connecticut to sell PCC #416. #416 will remain in Minnesota until the restoration of #322 is complete to allow **George Isaacs** and his crews access to an intact car to assist in #322's restoration. To maintain the integrity of #416, Branford will provide us with the spare parts we would have taken for #322 from #416. Branford is interested in #416 as an unmodified Newark, New Jersey car.

Motor Bus Department

Buses to the rescue. With streetcar service ending on September 29 to allow for carbarn construction, substitute motor bus service will be provided in October during normal streetcar operating hours. Buses will leave the Linden Hills Depot for Hennepin and Lake via 43rd and Upton on the half hour between 12:30 and 5:00 p.m. The fare will be \$1.00 with children under age five and members riding for free. Any properly licensed members who want to drive should contact Superintendent Beamish at 782-1953.

The Motor Bus Department has also decided to keep #1399's three Jackson Street sisters for spare parts. They will be cleaned out and moved to a yet-to-be-determined site along with AM General #1488. The Department also hopes to

return GM Model 5303 #103 to minimal operating condition as a back up vehicle.

With **Fred "Tree" Beamish** now living in the Twin Cities, he has been named Superintendent of Motor Bus Operations, replacing **Al Jensen**, who will focus on his work as Transportation Superintendent. **Joel Gensler** will continue to be active, as time permits for the new father. MCTO's **Tony Kolnik** will continue to work on the fleet as a volunteer and provide technical assistance.

For the special visit of the NRHS board of directors, **Doug Anderson** drove #1399 around Lake Calhoun twice. Things didn't go as well at the May 7 membership meeting at the carbarn. Streetcar operations were flawless for the small crowd. But #1399 didn't start, reprising its "performance" last July at Fort Snelling on the Betsy-Tacy Society tour. Members did observe first hand the ingenuity of the Traction Division crews, which attempted to jump start #1399 with #265's battery, to no avail. As it turns out, the emergency shutoff switch was thrown inadvertently. Thanks to MCTO for coming to the rescue. Operations at Lake Harriet during Linden Hills weekend, at the Minnehaha Depot open house, and during the Minnehaha re-christening festivities, were flawless. #1399's next outing will be during the 25th anniversary festivities at Lake Harriet, as described above.

Our 1937 Model 733 Yellow coach was sold to the Old Pueblo Trolley of Tucson, Arizona. OPT operates a streetcar line in the streets of Tucson (see the Fall 1992 Minnegazette) and will use our bus to restore a Tucson Model 733 Yellow coach.

Thanks to **Wanda Sims**, **Nick Modders**, and the other denizens at Jackson Street for re-tarping and otherwise keeping an eye on our buses stored at the roundhouse.

Passenger Services Department

Sandy Bergman, **Aaron Isaacs**, and **Michael Sciortino** are producing a new CHSL booklet entitled "The Como-Harriet Story". Design and printing will be paid for by advertisers, so the modest cover price fully supports the operation of the streetcar line. The bulk of the Minnegazette-style booklet is a history and route description of the original Como-Harriet line, adapted from **Fred Rhodes'** May-June 1984 Minnegazette. It also includes information about MTM's recreation of the line beginning in 1971. They are available at the Linden Hills Depot.

Another new item available at the Linden Hills Depot is an 11 by 17 inch

drawing of #1300 crossing 42nd Street. Drawn by member **John Cartwright**, they are available for \$10.

Soon, all Transportation Department volunteers will have a pocket guide, chock full of historical facts and figures, sort of an "everything you've always wanted to know about streetcars" publication, useful for preparing customized end-of-the-line talks and answering passengers' questions. Thanks to **Dave Culver** for taking this on and to **Earl Anderson**, **Aaron Isaacs**, and **Russell Olson** for their assistance and expertise. We hope to have it available for the 1997 season, when it will be given to each Transportation Department volunteer. It will also be available for purchase at the Linden Hills Depot and by mail.

Safety and Training Department

As of June 1, seven trainees were certified as motormen and motorettes or were in the process. They are: **Charles Cunningham**, **Bob Glancy**, **Jim Harrison**, **John Keller**, **Marvin Krafve**, **Steve Mitchell**, and **Georgie Yiannias**. **Tony Vaitkunas** has also joined the ranks of station agents. Welcome to the CHSL family. Also, **Fred "Tree" Beamish** and **Michael Sciortino** have been promoted to foreman.

On your next streetcar ride, look for the metal targets suspended from the overhead. These colored targets replace the painted ties and more clearly communicate to conductors and motormen the locations where they need to cut power, go slowly, and stop.

Transportation Department

The 4th Annual Member's Day will tentatively be held on Saturday, September 28, one week early because the line will shut down for carbarn construction after the end of operations on September 29. Service that day, including member operations, will begin at 10:00 a.m. Look for final details in the flyer with this Minnegazette. This is your chance to get behind the controls of #1300 and TCRT bus #1399 (if properly licensed) and learn why about 80 fellow members dress up in black and grey uniforms on hot and humid summer afternoons and evenings just to drive a streetcar or a bus.

Minnehaha Depot

- **Maryellen Digre-Mueller**

The Princess Depot has two sets of new steps and a working signal. The Minnesota Historical Society repaired the signal arm bracket and linkages so

the red and green signal indication can be seen far down the track, as it was in the days when trains from Minneapolis, Farmington, Red Wing, and Chicago paused at Minnehaha. Thanks to MHS Historical Sites staff members **John Crippen**, **John Ferguson**, and **Rachel Tooker** for getting the repairs completed and to **John**, **Rachel**, and **Kathy Swenson** for taking MTM brochures to display at their locations.

The annual Minnehaha Depot open house was a smashing success with 154 visitors. It was held on the very pleasant evening of May 20. Thanks to **Corbin Kidder** and **Maryellen Digre-Mueller** for organizing a splendid event, to **Herb Pinske** for sharing his wealth of knowledge of the Milwaukee Road, the depot, and signaling systems, and to **Bill Marshall** for telegraphy and train order demonstrations. TCRT bus #1399 visited, shuttling visitors from the Princess, along Minnehaha Parkway, whose crabapples and lilacs were almost in full bloom, to and around Lake Nokomis. #1399 was signed for "7-B Ft. Snell-N Wash-Lowry," the most appropriate sign on this Nicollet Garage-based bus. Thanks to **Jerry Martin** and **Fred "Tree" Beamish** for driving and to "Tree" for making the necessary arrangements.

The open house showed the Princess' unique emotional attraction for visitors. One man, directing two small children to a bench, told them, "I've taken pictures of everyone in our family sitting in this exact spot on this same bench. Now it's your turn." Women telegraphers, long retired, took turns at the keys. Countless photos were snapped. One visitor had waited 33 years to be inside the depot.

The open house came not a day too soon. A significant number of people want to visit the Princess. This is obvious. Whenever a member is there, people come by and ask to look inside. We honor the requests with short tours. Spring cleaning was no exception. Attempts to look closed didn't work. People poked their heads in the door and asked to look around. Despite the mess, for which we apologized, people appreciated brief tours. People came early to the open house as well. Member **Mike Matson** from Rochester was pressed into service setting up the refreshment table. A special thanks to Mike for his gracious and timely help.

If you haven't stopped by the Princess this year, please do so. It's a wonderful accompaniment to a visit to beautiful Minnehaha Falls Park. Better yet, why not volunteer to staff the depot on a Sunday afternoon? If you're interested, please call Stationmaster **Corbin Kidder** at 227-5171.

The PCC, a whole different streetcar

-George Isaacs

The PCC streetcar represents the ultimate in an American railed street transit vehicle. I use the present tense as these cars are still operating in daily service in Boston, Newark and San Francisco.

When **Russ Olson** and I went to Cleveland in 1985 to inspect #322 and #416, they were operable and looked in pretty good condition, except the destination sign compartment of #416 was full of rain water. When **John Diers** and I returned to Cleveland in 1990 to prepare the cars for loading and ship-ment to St. Paul, we were surprised how much corrosion had occurred in that five year interval. We also did not appreciate how much damage both cars had sustained from being hit both front and rear.

Our Museum has had good results restoring wood and wood/metal streetcars, but we were not prepared to tackle an all metal car. None of our present group of Museum volunteers know how to weld thin sheet metal, reshape heavy sectioned metal components, and do the type of body work necessary to restore the outer shell of the car to close to new appearance. This gap in our capabilities was admirably filled from the MCTO bus maintenance employees who continue to help us out.

We certainly had no idea of the magnitude of the problem of removing lead based paint from the exterior. We first thought we could bring in a commercial sandblasting outfit and do the job in the Overhaul Base parking lot. This proved wishful thinking as the EPA requirements for containment of spent sand and paint residue drove the price into the five figures. As reality set in, we scaled back our paint removal to that portion of the body below the window line. As it is, that is the area that will need the major body work. As you read this we are chemically stripping the paint using a non-hazardous material called Peelaway 7. To meet EPA requirements, we have to place all removal chemicals and paint in a special barrel for eventual disposition by a licensed company. The estimated cost of legally disposing one barrel is \$300.

Aside from restoring the physical appearance of the car, we are having to deal with the complexity of the electrical control and auxiliary systems. These are what made the PCC so superior to our standard TCRT cars in both performance and amenities. The PCC is also much more complex. Consider this—in addition to the four truck-mounted motors,

#1300 has only one electro-mechanical contactor, one air actuated contactor, six toggle switches, and one electric motor. In contrast, the PCC has 20 electro-mechanical contactors, 12 relays, 18 toggle switches, eight miscellaneous switches, a host of cam operated switches and ten auxiliary motors.

We're fortunate in that we have copies of the wiring diagrams that came with the two series of General Electric equipped PCC cars. Unfortunately there have been undocumented revisions to the motoring and braking circuits to accommodate the automatic train stop as was required on the Shaker Heights/RTA lines. We are still sorting out those changes and drawing up new diagrams so that we can understand how it all works. After our car is fully operable we can then consider removing the train stop function. Who said this was going to be an easy job?

If you would like to get involved call **George Isaacs** at 484-7512.

Lake Harriet carbarn expansion

-George Isaacs

If we are successful in jumping through all the governmental hoops, this fall will see the start of work to expand the carbarns. The additions to the north and south of the double carbarn are shown as heavy lines on the plan view (see illustration below). The dotted lines are insulated walls separating the heated from the unheated sections of the additions.

This expansion will enable us to have all of our streetcars, including both PCC's, under cover and under our control. With all five cars housed, track space will be tight but manageable. If we

dispose of #416 by sale or scrapping, we will have much more freedom of movement.

To meet ISTEA requirements we had to have a set of detailed construction plans drawn up by a registered engineer. This work was done by **Matt Matters** of Metro Building Systems (they built our maintenance and ready barns). We worked closely with them to assure that we had adequate clearances for our cars from the east walls of the additions. We were restricted as to how far east those walls could be placed.

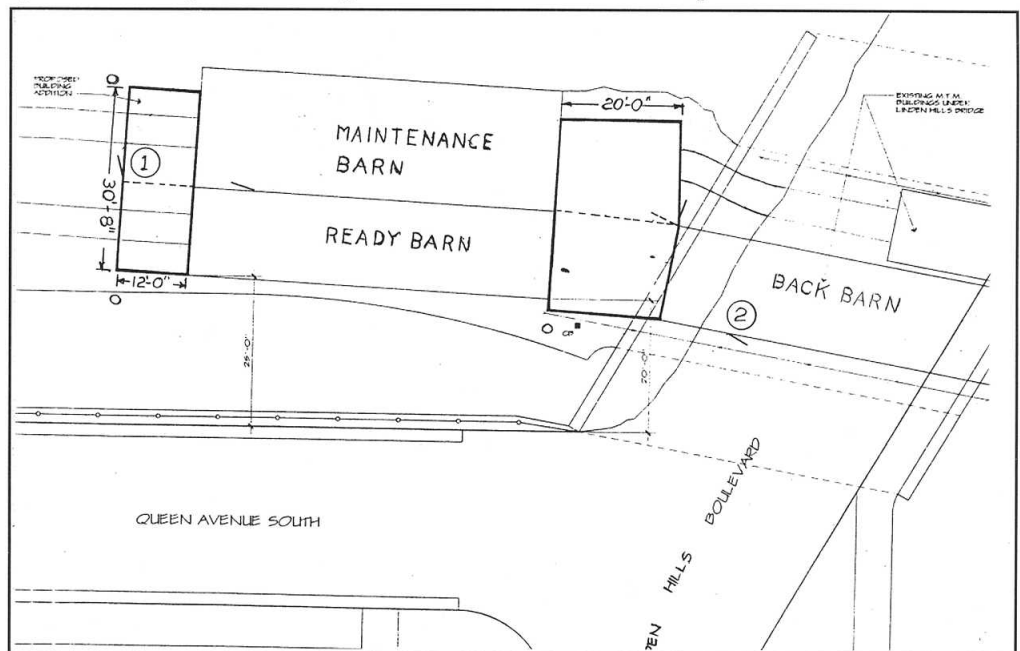
The plan view shows the locations of all the personnel doors. The door indicated by the circled 1 will be the entry door used during the operating season. The door indicated by the circled 2 can be used anytime but especially during the winter when the front entrance and side walkway are blocked with snow. Notice that it is conveniently located under the bridge.

We will be expanding the maintenance barn pit four feet in each direction, for a total of 20 feet, a necessity when working on the controls underneath the PCC.

To prepare for the contractors to move in on September 3rd, we have much to do in advance of that date. We need volunteers to remove the bricks from the 14 feet in front of the carbarn and those in the rear. We will use the bricks to pave the walkway under the bridge. We also have to install 24 feet of track inside the south addition to connect the maintenance barn track with the tool shed.

There will be expenses not covered by the ISTEA grant, so please respond generously to the Traction Annual Appeal.

If you want to volunteer for the work stated above, please call me at 484-7512.



RAILROAD REPORT

-Erik Brom and Dick Kolter

This year the Railroad Division decided to expand the newsletter that was sent out each month with the crew schedules. **Morten Jorgensen** recruited **Norm Kerr** to put this together and a new name, *The Semaphore*, was chosen. Sadly, Norm suddenly passed away after doing one excellent issue. Morten put on his recruiting hat again and came up with us (we both live in Winona). A few more issues have now come out and thanks to all the volunteer contributors, they have been successful. Now **Aaron Isaacs** has asked us to due the Railroad Report.

The 1996 operating season got off to a good start with the Memorial Day week doing much better than last year. Several changes have occurred that should make this season more fun and interesting. The restored Osceola Depot is now in use so passengers can buy their ticket at a real ticket window. A concession stand has been installed in the "warm room" next to the main freight room to complement the one on the train. **Charles Barthold** has been taking care of the concessions.

This year steam locomotive #328 will operate on the first and third weekends of the month, and will run the entire mileage to both Marine and Dresser. In past years it ran only Osceola-Dresser.

#328 had a very successful trip to Wayzata for the Minnehaha Maiden Voyage. Burlington Northern trusted the MTM crews enough to let us run without a pilot, but we insisted on one for safety reasons. #328 ran a shippers special for Dakota Rail, an MTM members special, and then four sold-out Wayzata-Lafayette Club trips on Saturday May 25th. The consist returned from Wayzata to Dresser, arriving in the wee hours of May 26th.

New four-color advertising brochures have been created and are being distributed by members. A little contest is being conducted with coupons to see who brings in the most passengers.

A strong emphasis has been placed on increasing charter bookings. On March 28th, the Thursday evening work group at Jackson Street prepared 877 advertising letters for mailing. So far response has been good enough to consider adding another day of the week for charters. Ridership is ahead of last year. Charters also began early in May, rather than at the end of the month. This was done to capture more school groups. **Pat Kytola** has taken on the task of booking the charters. If you know of a group that would like to book a charter, call Pat at (715) 294-3530.



Does anything look better than a streamlined car in fresh paint? #1213 adorns the spur track in front of the Osceola depot. The NP wood caboose is tarped at left. Ben Coifman photo.

This year the division has decided to hold a weekday evening meeting every two months to discuss anything needing attention. Two have been held so far.

Dick Fish reports that all of the necessary equipment for the start of the season's operation has been checked and repaired to be in good serviceable condition. Empire Builder coach #1213 is completely painted and lettered and has returned to Osceola.

There is always more maintenance work that can be done. Work sessions are scheduled for both Jackson Street and Osceola throughout the summer. Anyone with time to volunteer should call Dick at 612-729-8068.

A little maintenance emergency popped up when Rock Island coach #2608 was given its pre-season checkup. It was found that the majority of the interior paint had come loose and fallen onto the floor. **Pat Kytola** took it upon herself to get it repainted in short order. She did the lion's share of the work, but got help from **Dick** and **Donna Heine**, **Dave Ahlgren**, **Chris Peterson** and **Larry Kytola**.

Art Pew replaced most of the mechanical equipment on his private car Gritty Palace and donated it to the Railroad Division. **Nick Modders** and **Paul Dalleska** took a truck to Milwaukee to pick it up.

The Railroad Division continues to operate Wisconsin Central's carload freight trains on the Dresser Subdivision. During the first quarter of the year our people moved 47 cars, mostly fertilizer. The second quarter has seen several times as much traffic with the return of log loading at Dresser. WC has provided a second engine to help move the heavy trains. Operating multiple unit diesels has been a new experience for our crews. In addition to fertilizer and logs, there may be may loads of ballast rock destined for the WC. Normally, only the

Soo Line loads its own ballast trains at Dresser Trap Rock. Trainmaster **Mort Jorgensen** schedules the freight crews and **Dick Kolter** does the paperwork.

Coach attendant scheduling is being done by **Betty Ellingson**, and the training supervisor is **De Smith Lindeen**. We can always use more attendants. Operating crews are being scheduled by **Jan Edstrom** this year.

OSCEOLA DEPOT FURNISHING CONTINUES

-Bill Marshall

The Soo Line Osceola telegraph office is once again coming to life with the sights and sounds of railroading.

On April 12th, **Bob Branchaud**, **Elmer Johnson**, **Jim Welton** and I pitched in to install telephone and telegraph equipment on walls and desk top which once were dusty, dirty, abandoned and forlorn. Thanks to **Mark Balay** and the Osceola Historical Society, new life and sparkle has returned to these walls, and thanks to **Bob Clark** and **Pat Kytola** we were welcomed into the office, shared ideas and plans, and received a helping hand. Several more trips will be needed before the work is finished.

Once again, the holes in the walls and desk are serving their original functions. The 6-line telegraph patch and test panel and its dummy cabling emerge from the east wall. This panel enables the telegrapher to connect any sounder or relay in the office to any telegraph line east or west of the depot. Upon instructions of the wire chief, the telegrapher could ground any line, or could patch, for example, the dispatcher's line east to the message line west to help the wire chief locate trouble on the line. The panel also contains air-gap lightning arresters to protect the telegraph equipment in the office.

The two most prominent pieces of equipment in any railroad telegraph office are the "scissors phone" and the local sounder, complete with Prince Albert tobacco can mounted in a wooden resonator on a three-arm bracket. I spent many hours doing yard clerical work at the C&NW Ry.'s South Janesville, WI yard office with the dispatcher's phone chattering into one ear and the telegraph sounder clicking into the other. This work habit enabled me to catch two overworked dispatchers giving defective train orders, such as the one which caused the Motly collision.

As telephones eased out the telegraph, "block phones" became more and more important. This local party line kept the less important communications off the train dispatcher's phone. Each office had its own code of rings. To call an office, the telegrapher turned a hand-cranked generator (installed at the Osceola telegrapher's right, beneath the desk) to ring the code of the called party. All parties would hear the rings and the called party would give one short answer ring. Unfortunately, not yet will the Osceola telegrapher hear or answer rings on the party line. We need to locate a set of bells such as we have at the Minnehaha Depot.

To keep the office alive with the music of the telegraph we have two plans. First we can play recordings of authentic telegraph traffic. Later we can hook up the tape player to the local sounder so the tobacco can will sing back with the telegraph messages. We also plan to have a two-station hookup similar to the one at the Minnehaha

Depot. This will allow us to demonstrate by sending souvenir "telegrams" from the baggage room to the telegraph office. We also plan to install a modem to communicate with other telegraph office over phone lines (Dresser? Jackson Street? North Freedom? Steamtown? The Morse Telegraph Club national hookup?).

In the old days, time of day signals were sent by telegraph. Between 11:57:00 AM and noon Eastern Standard Time (and Central Daylight Time) telegraph sounders all over the United States ticked out the time of day in unison. The last click of the ritual signaled 12:00:00 noon U. S. Naval Observatory time. **Erik Brom** has embarked on the design of an electronic time of day signal generator. Rather than being connected to the Naval Observatory, it will be connected to a push button which hopefully someone will press at exactly 11:57:00 CDT. This will enable us to demonstrate still another example of living railroad history.

You cannot have an authentic telegraph office exhibit without an outdoor telegraph pole line. **Bob Clark and John Thingvold** (former WUT and Milwaukee Road lineman) are working together to see if this can be accomplished. Bob notes a number of poles, cross arms, insulators and wire abandoned along the WC right of way. They are seeing what might be salvaged to install one span of wires in each direction by the depot.

And now for a very important, but invisible, aspect of railroading—the paper work. So far we have a pad of 5 Western Union "receive" telegram blanks and 45 blank pieces of paper

made to look like a pad of 50. The same goes for clearance forms. Thanks to **Nick Modders**, we have an authentic pad of Soo Line train order forms. **Bob Clark** will furnish a Soo Line train register book for train crews to log important data. We would most welcome any copies of Soo Line paperwork, blank or used, that would be commonly found at a station agency. Waybills, freight bills, bills of lading, car seal records, average agreement records, yard checks, monthly reports, tariff books, etc. are frequently strewn about the work area, like the furniture in a house. Contributions will be gladly accepted.

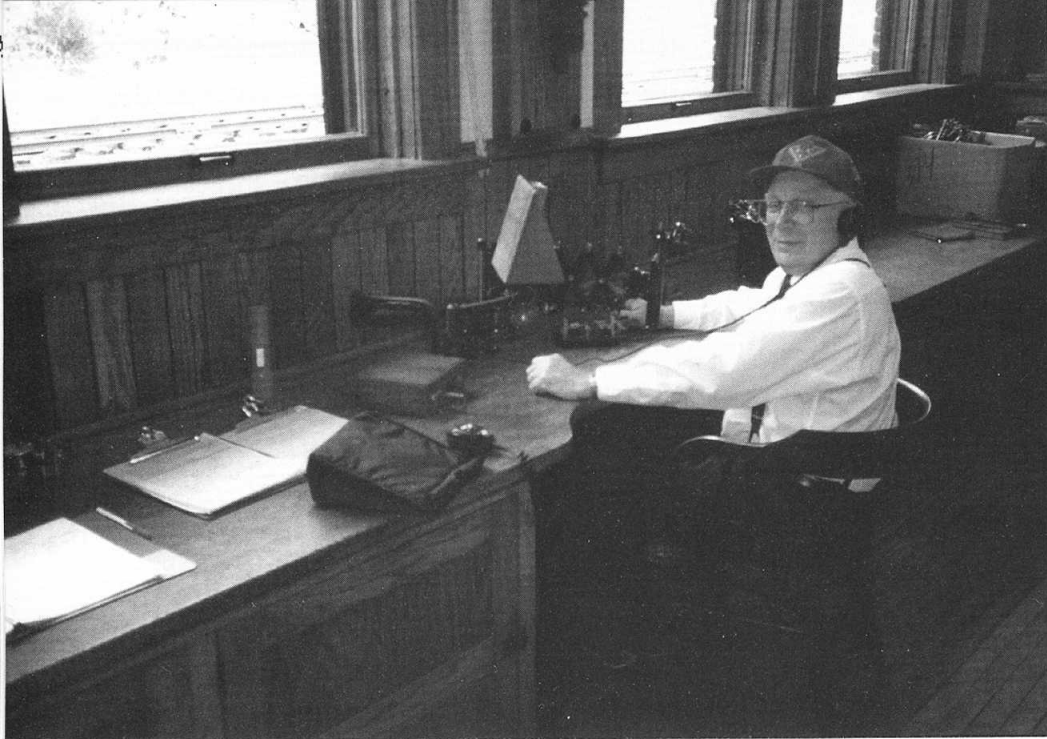
The list of needed items still needed includes:

- Train order signal arms and spectacle casting
- Outdoor Western Union sign
- Outdoor Bell System telephone sign
- Train arrival/departure blackboard
- Conical green lampshade over the telegrapher's desk
- Western Union wall clock
- Telephone carbon lightning arresters, fuses and disconnect switch
- Osceola station insert for ticket stamp machine
- Clip boards for train order and clearance pads
- Car seals
- Safe
- Passenger waiting benches
- Table from the 1930-1940 era
- Rack for time tables and travel brochures
- Wall boxes for company mail, waybills and conductor messages
- Rack and flagging equipment—fusses, red kerosene lantern, white kerosene lantern, red flag, white flag and torpedoes (or preferably replicas)
- Remittance forms, sealing wax and Osceola station imprint tool
- Any Soo Line paperwork or reports
- Soo Line and Pullman tickets
- Black sleeve protectors
- Telephone bells.

Donations to OHS may be made to **Bob Clark, Vicki Jensen, or Pat Kytola**. Donations to MTM to be loaned to OHS must be listed with **Bob Branchaud's** computer inventory, copies of which go to MTM's Secretary and Legal Counsel, and to OHS for filing at the depot. So please notify **Bob Branchaud** (459-1507) or **Bill Marshall** (729-4940) if you leave any MTM artifacts at the depot.

The depot furnishing crew includes (L to R) Elmer Johnson, the last Osceola agent; Soo Line agent Jim Welton who taught Elmer telegraphy, Bill Marshall, Bob Branchaud, Pat Kytola and Bob Clark behind the camera.





Above: Marv Mahre looks right at home behind the agent's desk in Osceola, now equipped with scissors phone, telegraph, manual typewriter and captain's chair. George Isaacs photo.

MORE ARM CONVENTION KUDOS

- Louis Hoffman

Good reviews on last year's Association of Railway Museums convention continue to filter in. The March 1996 Parts letter, published by ARM Vice President **Rod Fishburn** had this to say: "[Last] year's ARM Convention in Minneapolis-St. Paul was one of the best ever. The Minnesota Transportation Museum did a super job of organizing and keeping us busy throughout the convention. They certainly have a well organized operation and you could eat in their [Linden Hills] shop (we did, often) and they seemed to genuinely want us to be there." Thanks, Rod, for your kind words.

STEAMBOAT REPORT

-Bill Graham

Launch Preparations

Work around the Excelsior boathouse got frenzied as the mid-April launch deadline neared. **Stan Straley, Dave Irey, Ross McGlasson, Brad Robinson** and others finally screwed down the cabin deck planks and set about installing the seats. Peanut row passengers will have a tight but sitable

Lastly, one plea from us telegraphers. We obviously will not be around for many more years. We will not be able to give you vivid demonstrations of telegraphy. The best of us will not be able to show you how to "burn up the wire" with 45 or 50 words per minute. Although tape recordings will help, they will not give the human touch of a person tapping the keys or reading the sounder clicks. A new generation must replace us. Our plea is that this new generation learn basic telegraphy. You won't need to burn up the wire. Five to ten words per minute will suffice.

I have prepared a Morse telegraphy tutorial tape and given copies to Pat and to the Minnehaha Depot. It starts not with the alphabet, but with the basic sounds and how they combine to become the alphabet. Anyone living near Osceola can look to **Elmer Johnson** for guidance.

We greatly appreciate the opportunity to be part of the Osceola depot project. We are looking forward to portraying telegraphy's vital role in U. S. history to a generation which has never experienced it.

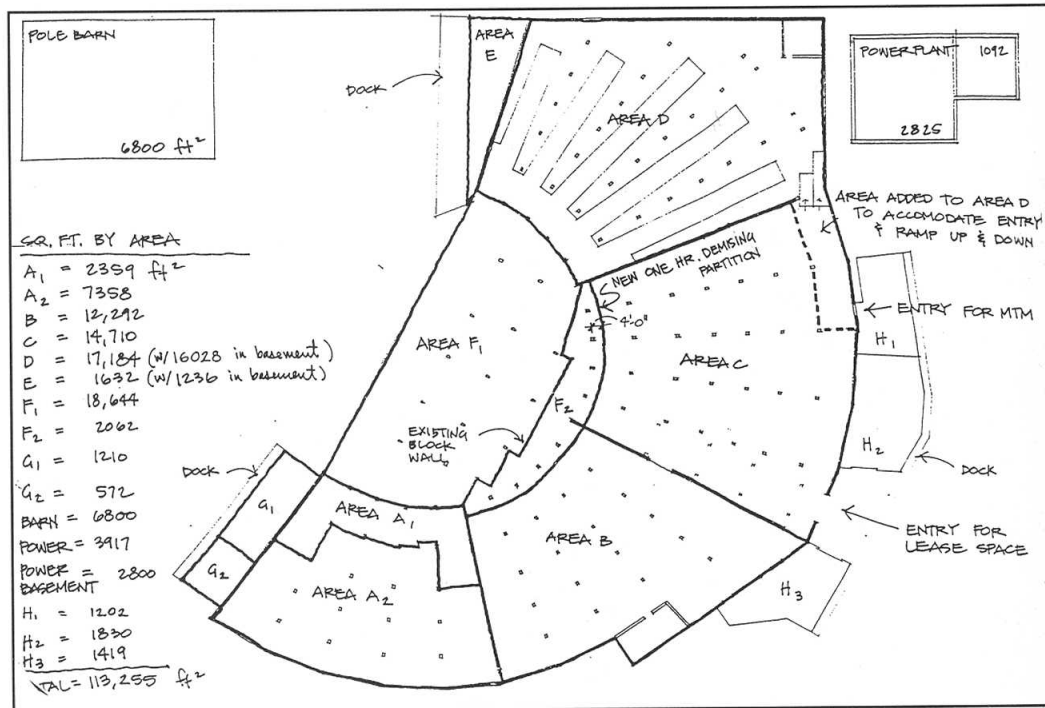
JACKSON STREET ROUNDHOUSE REPORT

In 1987, MTM entered into a 10-year lease with A-1 Mini-Storage. They directly occupied or subleased most of the building. It proved to be a difficult relationship, with frequent conflicts. The lease runs out October 31, 1996 and it will not be renewed. In its place will be a new one year lease with The C. Chase Company. The lease is favorable in two major ways. First, the tenant will occupy less space—Areas D, E, F2, and G (see diagram) will be returned to

Museum occupancy. To date, MTM has occupied only areas A1 and F1, totaling 21,003 sq. ft. The new areas will more than double that. Second, the new lease supplies more revenue than the old one.

More good news on the funding front—Jackson Street will receive a \$12,000 Cultural Star grant from the City of St. Paul. Also, local approvals have been received for a third federal ISTE A grant for the years 1999-2000. Only federal approvals are needed and those are usually procedural in nature. This brings total ISTE A funding to \$891,500.00.

Earlier this year **Art Pew** arranged a \$175,000 line of credit with the Mellon Bank. That money is now being spent on architectural design.



space along either side of the boiler, great for keeping warm on cool Fall evenings or on steamy July afternoons. **Fraser Morse** and **Doug Hultgren** built and installed the six peanut row benches. **Jackie Robertson** made a gorgeous night curtain to black out reflections on the pilot's windows during nighttime running. Stan and Dave installed the upper deck benches. **Tim Reichel** sanded the entire hull before applying copper oxide bottom paint and yellow urethane enamel above the waterline. **Jim Williams** repainted the name "Minnehaha" in four places on the bow and stern along with matching Minnesota boat license plates required by law. Painting continued even as Minnehaha was easing out the door.

Bob Woodburn placed copper-plated flagpoles on the bow for Minnehaha's red name flag and on the stern for the U.S. flag. These poles connect electrically to the boat's lightning protection system which will discharge any lightning strike into the water and away from passengers. **Virgil Behounek**, **John Moorhead**, **Jim Hewett** and **Ewald Gustavson** have spent many hours fine tuning the boiler and mechanical systems.

Volunteer members of the Pipe Fitters Union finished insulating all hot pipes in the cabin. This consists of semi-rigid, 2-inch fiberglass covered with cotton cheese cloth applied with common wallpaper paste and painted dark green to match the boiler. A few pipes received aluminum jacketing where heavier than normal wear is expected. **Wally Larson** of Midwest Wrought Iron, Inc., made final adjustments to the upper deck railings and fabricated a new railing for the engine pit. Since no record survived of the original cabin finishing scheme, standard Twin City Lines "moss green" enamel was chosen for piping and railings inside the cabin. The outside railings are known to have been painted TCL "streetcar yellow," but this color seemed incongruous for inside. A water-base urethane varnish was applied to the raw cane seat coverings which protects while maintaining the natural color.

Brad Robinson took charge of seeing that final finishing details were handled during the last two months before the maiden voyage. He made a comprehensive list of unfinished tasks, and then buttonholed members to do them. Brad put in hundreds of hours from March through May, taking much time away from his business and greatly helping to make sure nothing was overlooked.

The launch took place without incident on April 24, just two days after the ice finally went out of Lake Minnetonka. On

April 27-28, marine architect **Marty Hecker** of Baltimore, MD, conducted stability tests required by the U.S. Coast Guard to establish Minnehaha's passenger loading capacity. He found that she can carry upward of 120 passengers with 60 on the upper deck. Hecker authored the current U.S. Coast Guard stability standard, and he inspected Minnehaha under the auspices of the American Academy of Industry, an association of naval architects. MTM will limit ticket sales to around 100 passengers per trip so that all will have a comfortable amount of space.

TCRT Car No. 1809, displayed at Excelsior since 1992, was moved to a site near MTM's dock on May 25 where it serves as an office and ticket booth. **Bernie and Paul Hanson** of Rocket Crane Company provided a 100-ton mobile crane to lift and set the car. **Fritz Widmer** of Widmer Construction Company provided the low boy truck, and landscape contractor **Dennis Johnson** graded the new site. **Bill and Scott Howrey** of Mar-John Track Maintenance moved the track panels on which the car sits to the new location.

Maiden Voyage Preparations

During the next month, chief pilot **Marsh Gabriel** and others continued training cruises to break in new operating volunteers. A couple of practice trips were operated to Wayzata to gauge schedule timings and to practice using the new city dock built just below the former Great Northern

depot. With completion of both MTM's and the City of Excelsior's Water Street docks, the trainees could practice docking, undocking and springing the Minnehaha at both terminals.

"Springing?" the MTM railfan might query? This is a nifty way to quickly turn around our hefty boat at the dock without using up precious minutes and acres of lake.

The arriving boat ties up across the end of the dock in order to unload passengers quickly. It then needs to back around to the side of the dock in order to head out into the lake for the next trip. The purser (that's the "conductor," you may remember) loops a line (rope) around a bollard (piling) at the corner of the dock, and ties it to the cleat on the gunwale (edge of the deck) just aft of (behind) the entry door. The pilot then calls for "slow astern," and the engineer moves her/his Johnson bar to the backing position.

The boat then does the most amazing thing. It pivots in a tight one-quarter circle from the end of the dock to the side. The purser takes in or lets out the line to keep the scuff rail on the hull of the boat from rubbing the dock. In around four minutes, the Minnehaha is pointing toward Wayzata and ready to board passengers. These things just don't happen on your average railroad.

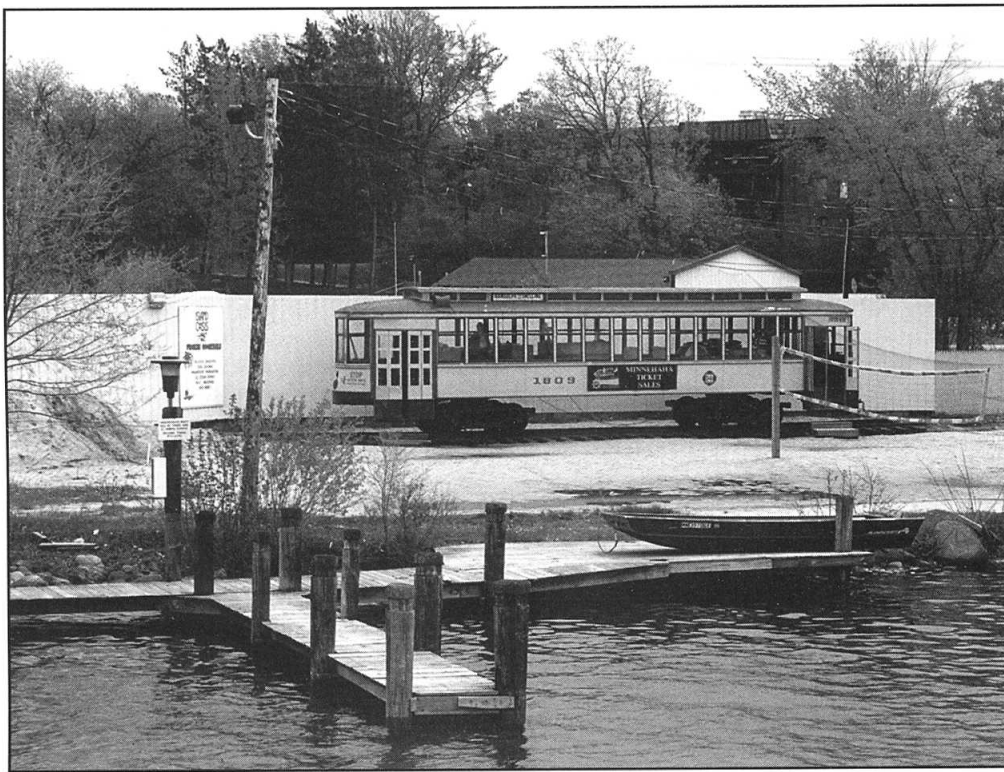
The crews found during the steaming trials that six standardized engine speeds are enough for MTM's planned operations. These are Full-Ahead (140 rpm), Half-Ahead (90 rpm), Slow-



On April 24th Minnehaha was launched for the second time at Bill Niccum's Minnetonka Portable Dredge yard. Over the winter the trailer was modified with the addition of more axles and a second drawbar on the rear, so it can be pulled from either end. Note the addition of the second green painted moulding at the top of the hull. Leo Meloche photo



Display streetcar #1809 has been moved from its previous location on Water Street to the Excelsior's new dock, where it will serve as the ticket office. Rocket Crane donated the move. Leo Meloche and Bill Graham photos.



Ahead (40 rpm), (Stop,) Slow-, Half- and Full-Astern. To standardize these speed settings for all engineers, an electronic rpm indicator was installed on the propeller shaft. The digital read-out indicator is hidden cleverly below the cabin deck and visible only to the engineer. This ensures that Minnehaha will approach dockings and observe no-wake zones predictably regardless of who the operating crew members are. A shaft speed of 140 rpm produces a forward speed of 12 mph. To lengthen the ride to Wayzata, the engineer slows it to 120 rpm, around 11 mph. This can be raised to 140 rpm if more speed is needed.

The finishing work continued once Minnehaha was in the lake. Regulations require a life jacket on board for every passenger and crew member. For such a large boat, there are surprisingly few spaces on board to stash around 120 bulky life jackets. They may not be stored below deck because they would not be available easily in an emergency. Downstairs, one jacket can be stored under each cross seat cushion and several more under the peanut rows. **Dave Ire**y built a large storage box for life jackets to be placed on the elevated center part of the upper deck, but it was found too heavy to sit so high on the

boat. It makes an excellent dock box on MTM's pier. **Ross McGlasson** and **Brad Robinson** built a lighter storage box of elegant design which holds life jackets and speakers for the boat's sound system.

Neil Heminger made a new brass chime for Minnehaha's whistle tuned to a melodious, old-sounding Middle C. A cable connected the whistle valve on the smoke stack to a lanyard above the pilot's head. This has too much friction for the pilot to crack the whistle valve, so for now, the purser must blow the whistle while standing on the upper deck. The original Minnehaha didn't have or need a telescoping stack, so the whistle was mounted directly on the front of the stack. On the new boat, the mounting is just in front of the stack but not attached. A flexible steam connection lets the whistle pipe lay down on the railing when the stack is cranked down.

The crew tried out the new whistle on a cold, desolate, rainy evening while Minnehaha laid to, far out in Excelsior Bay. No other boats were out, and they thought no one on shore would hear. Those on board took turns at some recreational whistle-blowing until a marina operator at Tonka Bay radioed to ask whether the Minnehaha was in distress. That ended it, and the new whistle was called a wailing success.

Darel Leipold provided a pair of antique, railroad switch stand lamps to serve as running lights for Minnehaha. A careful examination of old photographs shows the express boats carried exactly such lamps with four glass lenses and not the round, marine-style lamps. Darel electrified the lamps and found the appropriate red and green lenses to replace those missing. However, the lenses do not provide the continuously visible sweep of light, around 60 degrees from front to side, that modern navigation regulations require. **Jim Ogland** found a pair of small, modern running lights which fit perfectly into the side openings of the antique switch lamps. These provide the desired sweep without defacing the antique character of the lamps.

One of the original express boat spot lights was donated for Minnehaha, complete with the carbon arc equipment. Amazingly, the company that built it is still in business, but the carbon sticks for this lamp no longer are made. **Jim Ogland** located a marine sealed beam lamp which fits perfectly into the old spot light. **Leo Eiden** made the modifications.

Scheduled service begins

Scheduled service started on May 26th, the day after the Maiden Voyage. With the exception of a few bad weather days, ridership has been excellent, averaging over 80 per trip. Because of the heavy publicity surrounding the Minnehaha's restoration,

Here are the new uniforms for Pilots, Pursers and Engineers, modeled by (L to R) Tim Reichel, Neil Heminger, Ross McGlasson, Lori Hammond, Jim Hewitt, Leo Eiden and Jim Ogland. On their epaulets is the MTM logo inside a ship's wheel circle. Leo Meloche photo.

everyone expected an initial surge of demand, but it has exceeded all predictions. Many trips have sold out.

The steamboat is the first MTM site to honor credit cards and to sell single tickets in advance by phone. The ticket office in streetcar #1809 is staffed Wednesday through Sunday. The phone number is 474-4801. Public

interest has been so great that even with multiple agents on duty, some callers have had trouble getting through on the phone.

Serving three docks with a single ticket office makes it difficult to know how many will board where. Initially it was assumed that almost all boardings would be at the Minnehaha's Excelsior dock. The pursers were given a small supply of tickets to sell at downtown Excelsior and Wayzata. It quickly

became clear that a significant number were boarding there instead. Phone reservations have helped with this problem, but the pursers still can't predict how many will be waiting at the unmanned docks.

Although no scientific survey has been taken, the passengers appear to be very pleased with their ride. Many say how impressed they are with the quality of the restoration. Negative comments of any sort are rare, and the \$8 adult and \$5 child fares don't seem to bother anyone.

Next issue will feature a more thorough review of the first summer's operations.

Crew volunteers needed

Lori Hammond calls crews for Minnehaha operations. She reports that finding pilots has been easier than finding engineers and pursers. Crews work two round trips per shift between Excelsior and Wayzata, about six hours on duty. Operating days are Saturdays, Sundays and holidays, May 26 through September 16. Those who know say that running the Minnehaha with a full load of passengers makes for a fun afternoon or evening. Any MTM'er who wants to volunteer for the steamboat crew may call Lori at 926-5667.

On Sunday, May 19th, Minnehaha carried MTM volunteers to a picnic on Big Island. The boat felt more stable than this floating dock will ever be.

Louis Hoffman photo.



MINNEHAHA.

Maiden
Voyage



Top: An airplane with welcoming banner circled Excelsior Bay.

Left: Model T Fords are lined up at the foot of Water Street as Minnehaha approaches the municipal dock for the rechristening.

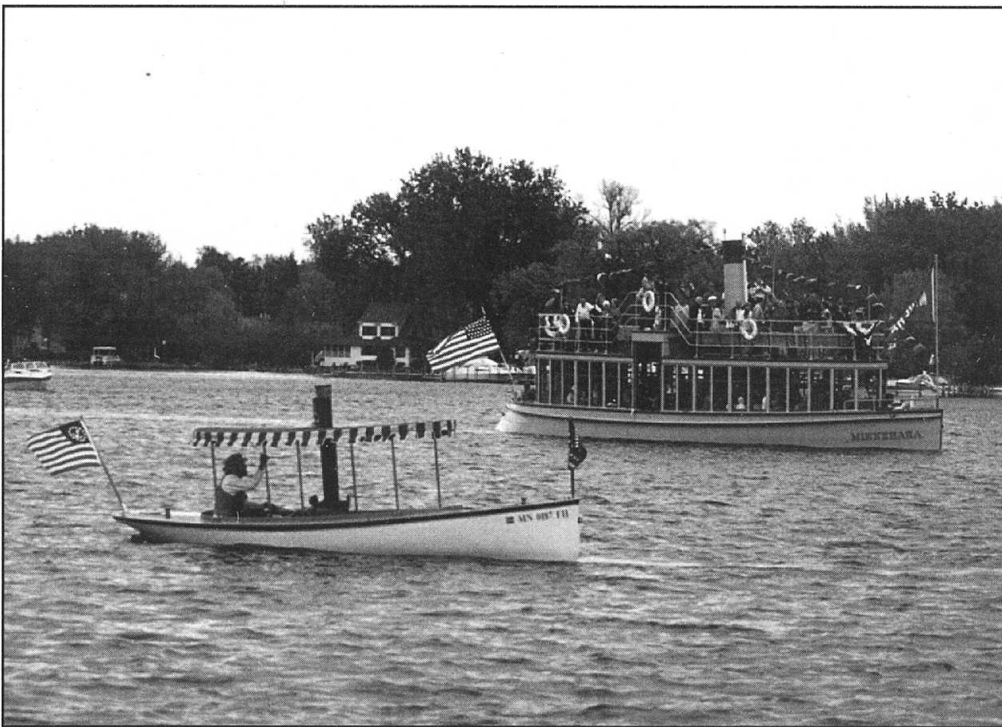
Right: Marsh Gabriel piloted the Maiden Voyage. Bill Graham photos.



Leo Meloche introduces Excelsior Mayor John Anderson and Chadwell O'Connor, who sold us Minnehaha's engine. He flew in from California for the event. Al Jensen photos.



Above: Louise Lowry, granddaughter of Thomas Lowry, rechristens Minnehaha. Bill Graham photo.



The beautiful and authentic looking steam launch Excelsior is actually a modern boat with a fiberglass hull. Al Jensen photo.

Below: The 150-boat flotilla steams toward Wayzata. The Sousa Band played aboard Lady of the Lake at right. Bill Graham photo.



The Lake Minnetonka community won't soon forget the Maiden Voyage of the Minnehaha. The years of restoration and building, and the months of event planning culminated in a grand celebration that moved from Excelsior to Wayzata to the Lafayette Club and attracted thousands of participants.

The buildup began with "Steamboat a' Comin' " banners posted up and down Water Street and Lake Street. The media was invited for a news conference and cruise on May 17th. The result was a large color photo in the Star-Tribune Metro section, a fine feature on Channel 11, and briefer coverage on other channels. **Leo Meloche** appeared on Channel 2's Almanac on May 24th. And of course the Minnehaha was visible making training cruises and shuttling MTM volunteers to a picnic on Big Island on Sunday May 19th. As one volunteer commented, "With that yellow transit color, she can't be mistaken for anything else on the lake." You can literally see the Minnehaha from miles away.

The day began bright and early at 7:30 AM, with a continental breakfast at the Minnehaha's new dock. Excelsior Park Restaurant owners **Fred and Joanna Bame** were honored for their contribution of land access to the dock.

At 9:15 the Minnehaha travelled the short distance over to the recently enlarged Excelsior Municipal Dock at the foot of Water Street. Meanwhile, an airplane circled overhead towing a "WELCOME BACK MINNEHAHA" banner. The John Philip Sousa Band played aboard the Lady of the Lake, docked one slip over. The end of Water Street leading down to the dock was lined with Model T Fords, ironically the vehicles that had done in the express boats back in the 1920's. MTM's GMC bus #1399 waited up at the corner. Vendor tents were crowded with people buying a wide variety of MTM souvenir items.

Leo Meloche welcomed the assembled crowd, and MTM Chair **Mike Miller** and Excelsior Mayor **John Anderson** gave brief speeches. At 10:00, **Thomas Lowry's** granddaughter, **Louise Lowry**, rechristened the Minnehaha with a bottle of champagne. Great grandson and namesake **Thomas Lowry** journeyed all the way from England to take part in the festivities.

The weather could have been better. The cool gray day turned to gentle rain during the Excelsior stop, and this continued until about 11:30, probably reducing the size of the turnout somewhat. The rest of the day was dry, if a bit chilly.



More crowds and ceremonies awaited Minnehaha at the new Wayzata depot dock.

Nothing dampened the crowd's spirit, however. A couple minutes after 11:00, the Minnehaha set sail for Wayzata, led by the Sheriff's Water Patrol and trailing about 150 boats of every description. Many were classic wood runabouts and cruisers, and there was a modern replica of a turn of the century small steam launch. There were too many Honorary Captains who had made large financial contributions to fit them all on the Minnehaha at once, so half rode the Lady of the Lake along with the Sousa Band. The flotilla moved north to the sound of march music, detouring toward the mouth of Carson's Bay, where the Minnetonka Yacht Club cannon fired a salute. The Minnehaha responded with a steam whistle blast, echoed by every boat that had a horn to blow.

A large cheering crowd and locomotive #328 were waiting at the Wayzata depot, and the two steam whistles blew in chorus as the Minnehaha reached the new dock built for its revenue service. #328 and a three car train had already made two round trips to the Lafayette Club and made two more that afternoon. All were sold out. The Wayzata Fire Dept. displayed two antique fire trucks, and #1399 made its second appearance. Antique biplanes from Planes of Fame flew over. The Wayzata Historical Society owns the former Great Northern depot and they had it open and full of MTM boat displays and souvenir tables. Once again, Meloche and Miller spoke to the assembled crowd, followed by greetings from Rep. **Jim Ramstad**.

At 1:00, both the Minnehaha and #328 left for the Lafayette Club, with an intermediate photo stop at the Arcola Bridge. The Minnehaha had already made it under the bridge twice, but the lake was high and there was still a bit of anxiety. The stack was lowered, the upper deck handrails were removed, and Pilot **Marsh Gabriel** brought her under the bridge dead slow. She emerged into Crystal Bay, raised her stack, and boat and train exchanged whistle salutes again as the passengers cheered. From there it was just a short distance to the temporary dock at the Lafayette Club.

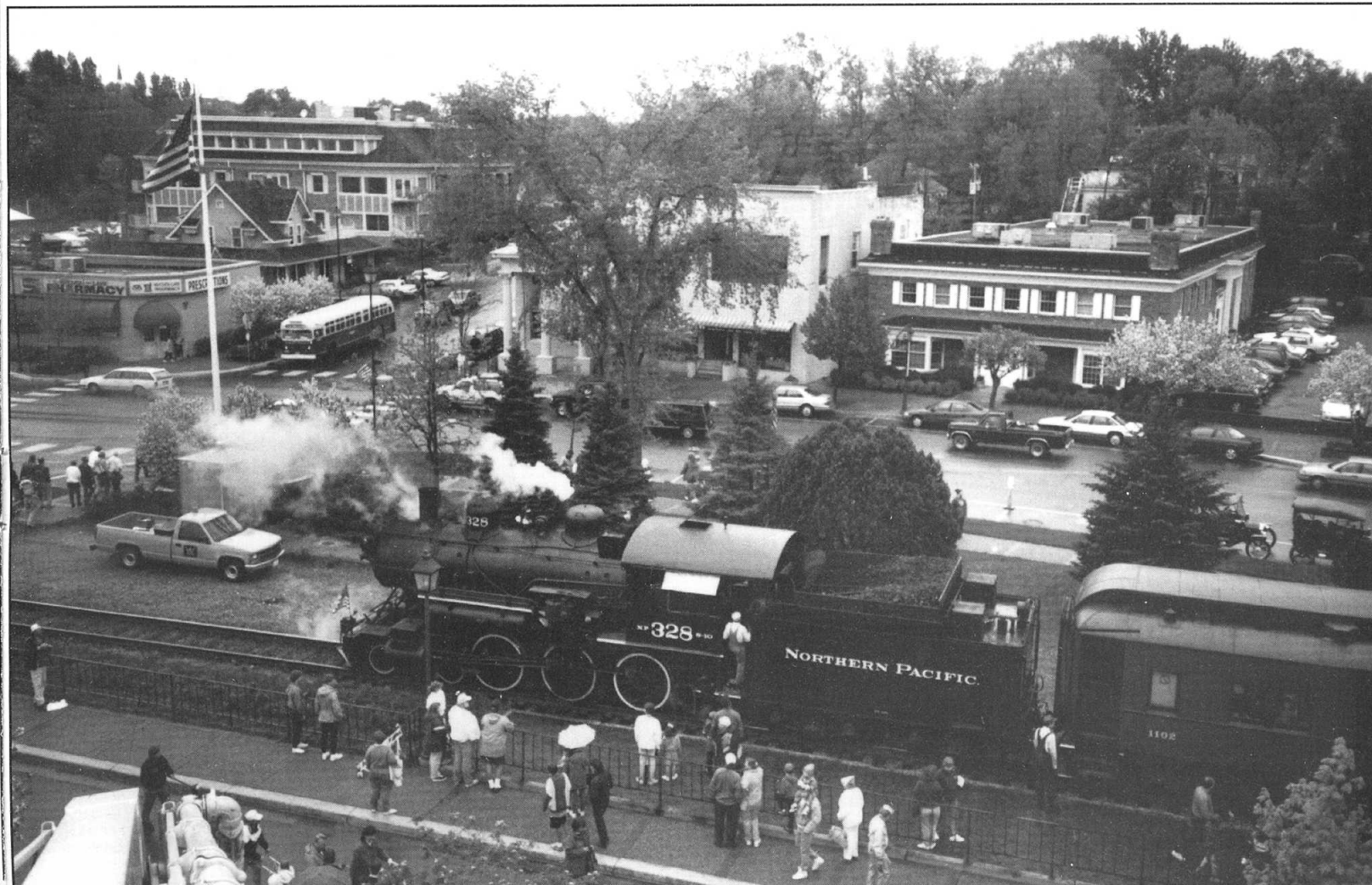
The rest of the afternoon was spent making short circuits of the bay in front of the club for everyone who wanted to ride. The broad lawn was full of jugglers, food tents, lawn games, pre-1909 antique cars and a steam calliope truck. On the south side of the club, #1399 shuttled to and from Excelsior, and train riders walked to and from the station site that had served the original Lafayette Hotel in the late 1800's.

Inside the club, the 5th Annual Minnehaha fund-raiser began, with a room full of silent auction items to bid on. The fund raiser had sold out in about one week, and about 100 people had to be turned away. Quite a few turned out in period costume.

It all came off without a hitch, a credit to all the dedicated MTM members who spent hundreds of hours in preparation. When it was over, there were a lot fewer people who had never heard of the Minnesota Transportation Museum.



MTM put on an unprecedented show for the public in Wayzata. As the Minnehaha sat docked on the lake side of the depot, #328 occupied the main line on the other side and bus #1399 added to the festivities. Aaron Isaacs photos.



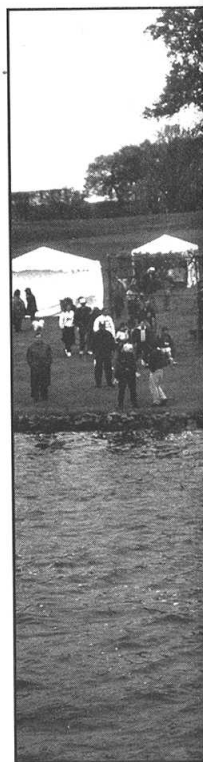


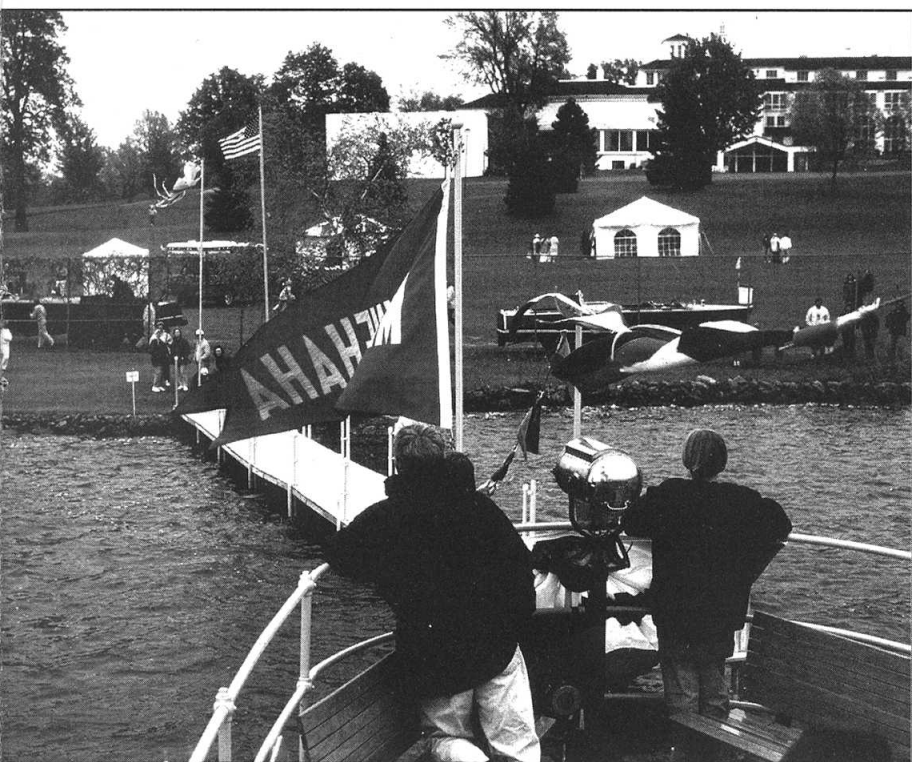
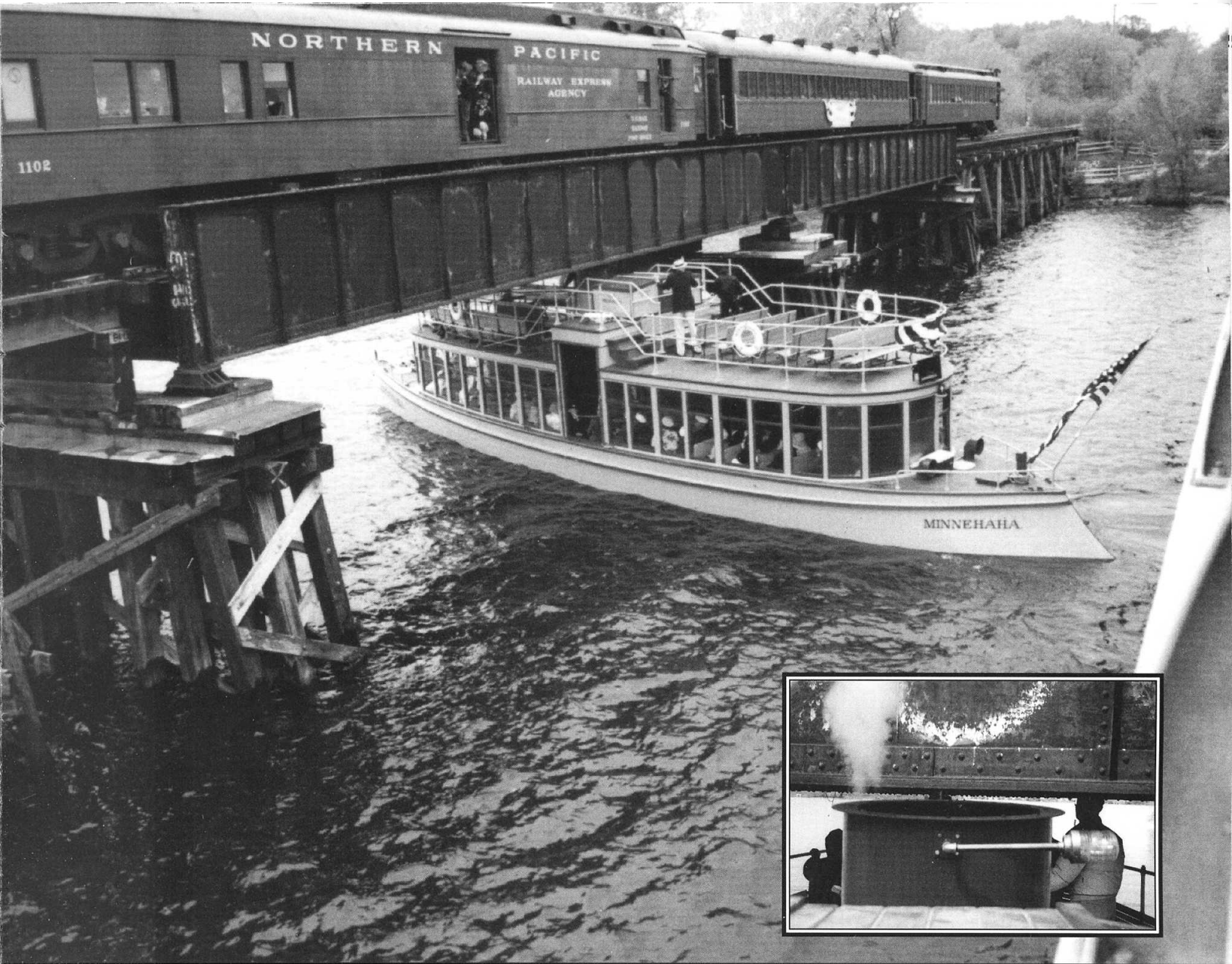
The "Over-Under" meet at the Arcola Bridge.

(Top) The train arrived from Wayzata first and waited.

(Middle) Here comes Minnehaha out of the main lake.

(Opposite page top) Close, but just enough room. Al Jensen and Bill Graham photos.





The afternoon was spent making short trips from the Lafayette Club. Aaron Isaacs photos.

NEW DAY FOR THE NEW BRIGHTON DEPOT



-Scott Reed

MTM member Scott Reed serves on the Board of the NBAHS.

Incorporated in 1980, the New Brighton Area Historical Society (NBAHS) has been actively involved in telling the story of the history of the City of New Brighton and the surrounding area. In 1982, the Soo Line Railroad presented the Bulwer Junction Depot, built in 1887, to the society. In the last five years, the New Brighton Area Historical Society has:

- moved the depot to its present location in Long Lake Regional Park in New Brighton, about a mile north of its original location, but still on one of the original railroads, the former Minnesota Transfer.
- constructed a full basement for storage and restoration of artifacts.
- added new floor joists, roof trusses, and plywood roof sheeting.

The New Brighton depot as it appeared in 1970. Joe Elliott photo.

- roofed the structure with 25-year shingles.
- removed the exterior siding boards, sanded off leaded paint and reinstalled siding boards.
- insulated the walls and ceiling.
- Installed new batten boards.
- painted the exterior in Soo Line original colors.
- replaced the electrical wiring in the entire building.
- constructed a handicapped accessible bathroom.
- installed a new forced air heating system.
- reglazed and painted the windows.
- installed a security system.
- cleaned and repainted the interior walls and ceilings.
- cleaned, repaired, and refinished the maple flooring.
- built a platform deck surrounding the depot.

- built a handicapped accessible entrance ramp.
- installed concrete curbs and a paved parking lot.
- formed and poured concrete sidewalks.
- built a 200 foot siding for static railroad car displays.
- successfully wrote the winning proposal for the Great Northern caboose, donated by the Valspar Corporation.
- moved the caboose from the Valspar Corporation in Minneapolis to the Arsenal for storage in 1992.
- moved the caboose from the Arsenal to our siding at the depot in 1995.

The NBAHS has invested approximately \$100,000 into this renovation, which includes donations, grants, donated labor and equipment, and volunteer labor. Most importantly, we have preserved the historical integrity of

the building by following original blueprints from 1887. We have received many donations of railroad artifacts from the Hedman Family collection and many individuals from throughout the area. Many of these artifacts are displayed all through the depot.

The Bulwer Junction depot was built by the Minneapolis and St. Croix, which established three junctions as it crossed the tracks of existing railroads from Shoreham to the St. Croix River. In addition to the Bulwer Junction depot in New Brighton, it also established Cardigan Junction near Rice Street in Shoreview and Carnelian Junction further east. The Bulwer Junction passenger station was built in 1887 and sat at the south end of town at the junction of the Minneapolis and St. Croix and the Minnesota Belt Line tracks. It was moved to the present site in the Long Lake Regional Park in 1990. Renovation continued for five years until it was opened this past summer to the public.

Future projects to be completed on the New Brighton History Center include:

- Repair the roof and windows and repaint the caboose.
- Install a switch on the Minnesota Commercial to the depot siding.
- Complete depot hallway with tongue-in-groove boards.
- Seal, insulate, and finish walls in the freight room.
- Install sprinkler system.

- Insulate and sheet rock basement walls and ceiling.
- Plan model railroad layout display in basement.
- Sand and paint exterior stairs.
- Refurbish railroad memorabilia pieces, i.e. ticket validators, safe, depot mail boxes, electric signs, lamps and lanterns.
- Replace chimneys in living room and waiting room with "quick brick."
- Rebuild transom windows in freight room.

What follows is a description of the New Brighton Depot by room.

Waiting room

Passengers purchased their tickets in the waiting room and waited for the train here. Many of the railroad artifacts in this depot came from the **Kermit Hedman** collection, given to the society in 1994. There is a collection of silver and china in the display cabinet, from the **Eyleen Hedman** collection as well as railroad memorabilia high on the north wall.

Stationmaster's office

The stationmaster was able to see up and down the track from his desk in the bay window. The stationmaster's desk was in the depot when the NBAHS received it. The NBAHS has

a nice collection of telegraphy equipment in this office, plus depot mail boxes which will soon be refurbished. A safe, built in the 1890's, will soon be refurbished.

Kitchen

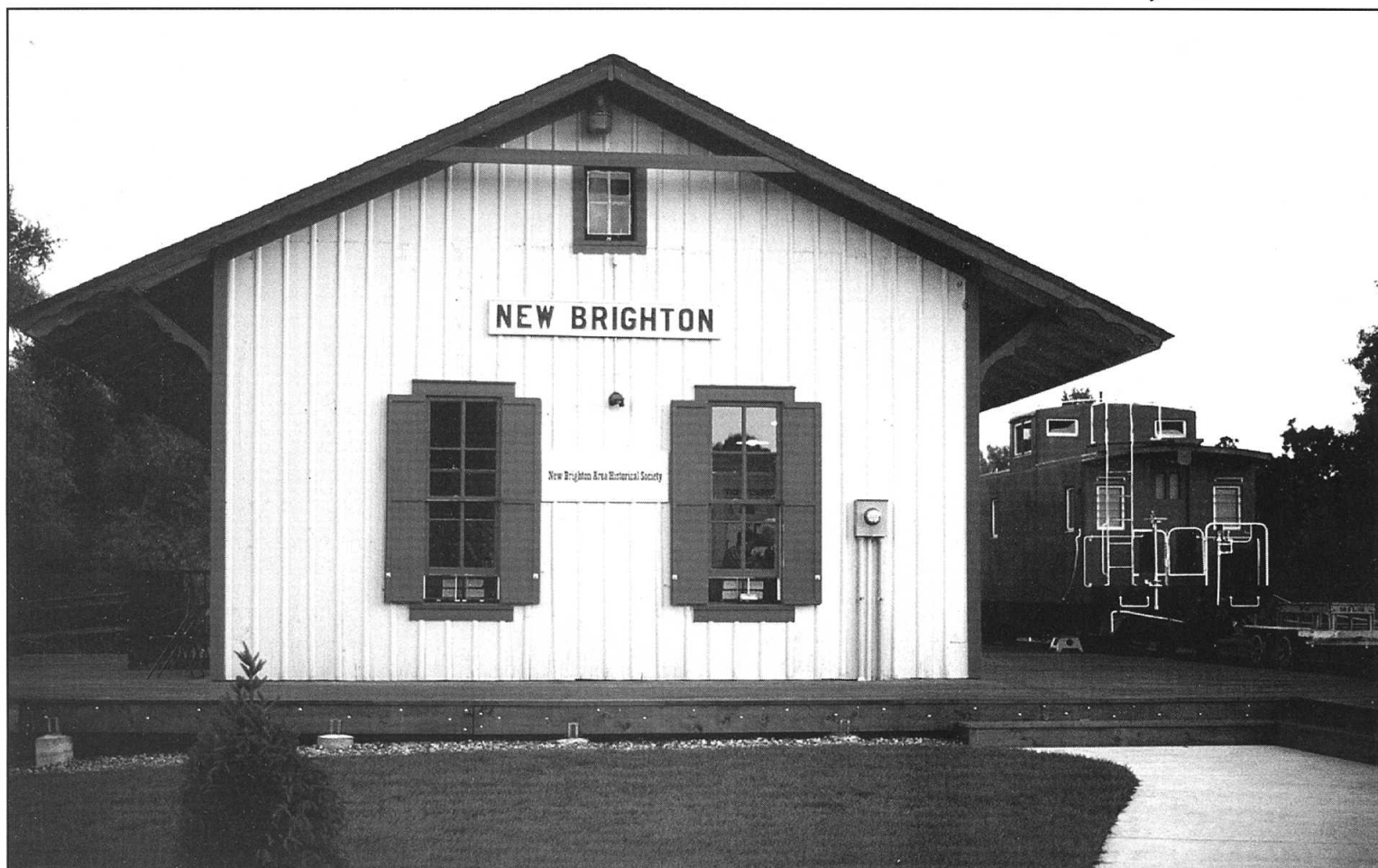
This depot had living quarters for the stationmaster and his family. There was no running water in the kitchen, and no built-in cabinetry when the NBAHS received the depot. A coal/wood burning kitchen stove and an alcohol-charged refrigerator in working condition were donated. A glass display case contains railroad glassware from the Hedman collection.

Living room

In this room is the traveling exhibit done for the NBAHS by the City of New Brighton during the 1987 Centennial celebration. There are photos and captions up to 1940 - the rest of the collection is displayed in the caboose. There is also a complete dentistry display from a dentist's office which was located in northeast Minneapolis.

Parent's bedroom

This bedroom has furniture similar to what was found in the 1940's. A large quilt hanging on the wall is a replica of a quilt made in the Bicentennial year of 1976. That



original quilt, along with a Civil War musket, was on display at the Ramsey County Library when it was stolen. The ladies of the society made another quilt in 1982. The quilt above the bed was made by the students at New Brighton Elementary before it closed in 1978. There is also a permanent wave machine from the 1940's.

Bathroom

This room was once the children's bedroom. The NBAHS divided it into a hall and handicapped accessible bathroom. The walls are being redone with tongue-in-groove boards from the New Brighton Municipal Liquor Store walk-in coolers. The bathroom has artifacts from Pullman cars, including shelves and lamps.

Freight room

The door to the freight room was not there when the NBAHS received the depot. It was added for accessibility for our society. The freight room eventually will hold baggage carts and memorabilia similar to what freight rooms held in early days. Railroad tools and signs will also be hung for viewing.

The restored Bulwer Junction/New Brighton depot as it now appears, with a different station sign on each end.
Scott Reed photos.

Caboose

The caboose sitting on our siding was presented to the NBAHS in 1992 by the Valspar Corporation. It is Great Northern #X271, built in December, 1950, which was extensively refurbished by Valspar as a "break room" for their employees. It was parked across 11th Avenue South from the Metrodome. Visitors tour the caboose when they complete the tour of the building.

Background on the New Brighton Area Historical Society

The NBAHS was founded in 1980 to encourage the research, preservation, and dissemination of knowledge about the history of New Brighton and of old Mounds View Township.

The purpose of the Society is to tell the history of the area, which includes present day New Brighton, Arden Hills, Shoreview, North Oaks, and Mounds View, and to preserve its heritage for future generations. We pursue this objective through the collection of books, documents, photographs, newspapers, and artifacts that tell the story of the people of this area and their heritage.

The Mounds View School District has a local history program, which includes a teachers' guide, a copy of our local history book written by **Gene Skiba**, titled "A Centennial History of New Brighton, Minnesota," a video,

"Farmers and Packers," which shows the history of our area, and a video of our 1987 Centennial play, "Tales, Ties and Tallow."

The NBAHS has a narrated slide show which presents the story of this area in an entertaining fashion, entitled "Farmers and Packers." Based on a show that was originally prepared by the League of Women Voters for the Bicentennial in 1976, the show uses old photographs, maps, and other items to tell the story of Mounds View Township and New Brighton from the 1840's to the present. This show is available for the use of any group. The program is also available in video form.

The Society is also involved in the copying of old photographs and preserving oral histories. We publish a quarterly newsletter to provide members with information about the Society and the history of the area. The society meets quarterly throughout the year, with programs of speakers, films, entertainment, and field trips. The placement of historical markers in the Long Lake Park area is an immediate project for the Society.

The New Brighton Area Historical Society is always looking for volunteers to assist with these projects. **Scott Reed** is the contact and can be reached at 633-2518, or write to: New Brighton Area Historical Society, PO Box 120624, New Brighton, MN 55112





The Great Northern's Fast Mail at Morris in 1912. MTM Collection.

PIGS RAMPANT! The aftermath of a stock car derailment just east of St. Paul Union Depot. Minnesota Historical Society collection.







The Soo Line depots at Withrow (top) and Cardigan Junction (bottom), were companions to the New Brighton depot in both style and vintage. In 1970 Joe Elliott visited both and found them still active, along with their timeless tools of the trade.





The last new track in the system was a relocation of the Maria line due to the construction of Highway 12 through the East Side of St. Paul. A couple of blocks of track on Maria and Plum were relocated to Hudson Road, and track was laid on the new Earl Street bridge over Highway 12. (Top) In March 1948, this is a pre-construction view looking south on Earl Street from the drug store at the northwest corner of Hudson Road. (Bottom) In November 1949, a car headed south on Earl across the new bridge. The drug store sign can be seen at far left. Both Minnesota Historical Society collection.

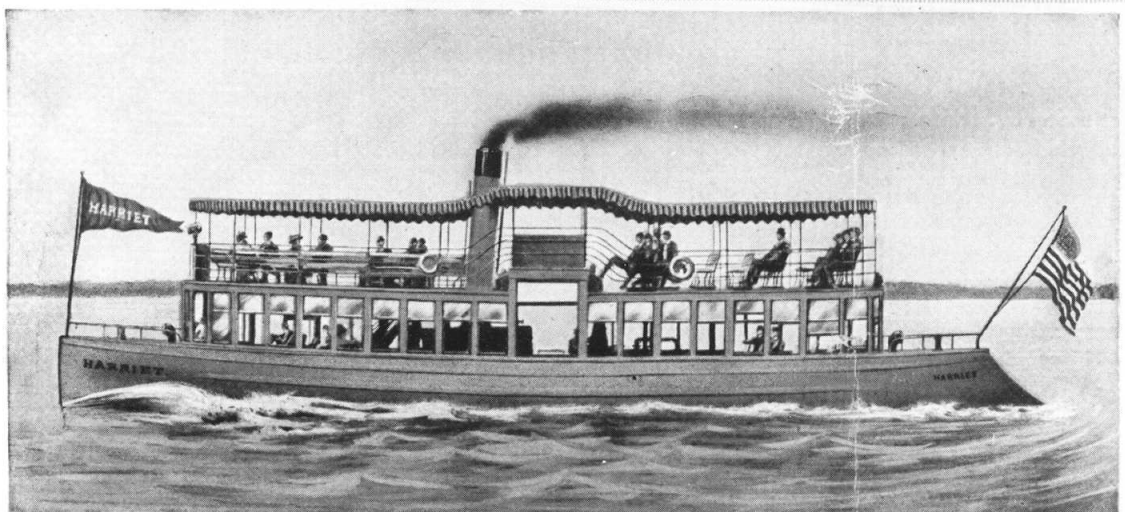




The purser has the line ready as the Como prepares to dock. This early view, predates the construction of the Wildhurst dock. All upper lake service was based at Excelsior and traveled via the Narrows. Minneapolis Public Library collection.

From a tinted publicity brochure. Darel Leipold collection.

SEE LAKE MINNETONKA



ON AN EXPRESS BOAT



The outer end of the Bloomington Avenue line was completed rather late, from 48th to 52nd Street in 1928, and to 54th Street in 1933. In 1937, when these photos were taken, the neighborhood south of Minnehaha Creek and west of Lake Nokomis was still treeless. Both Minnesota Historical Society collection.







MINNESOTA STREETCAR MUSEUM

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August 2021

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